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Innovate 80 Concludes with Opening of I-80, State Street to 1300 East

Innovation Reduces Years of Delays, Saves Millions of Dollars in User Costs, Captures National Attention

SALT LAKE CITY— UDOT today officially opened Interstate 80 from State Street to 1300 East and celebrated the completion of its Innovate 80 campaign, which included 12 projects on or near the I-80 corridor between Salt Lake City and the Wyoming boarder over the last two construction seasons.

I-80, State Street to 1300 East is considered one of UDOT's most innovative projects. Through the use of Accelerated Bridge Construction (ABC), design build construction and reversible lanes, traffic capacity and flow were maintained on one of Utah's busiest corridors while an unprecedented amount of construction work was completed.

Innovate 80 projects employed cutting-edge techniques and pioneered methods that reduced construction by years and saved drivers thousands of hours in delays and millions of dollars in user costs, including lost work hours and wasted gasoline. Additionally, grouping all 12 projects under the Innovate 80 umbrella allowed UDOT to more effectively communicate with the residents who live, work and drive on or near the corridor.

The completion of these projects represents an important step in developing infrastructure that fosters economic development and enhances Utah's quality of life. The following are some facts regarding the Innovate 80 projects:

Innovate 80 Overview

- Innovate 80 consisted of 12 projects on or near the I-80 corridor, including the reconstruction and widening of I-80 from State Street to 1300 East, repaving in Parley's Canyon, on I-80 from Echo to Emory, and I-84 near the I-80 Interchange, and pavement work on US 40 and I-215 East near the I-80 Interchange. New travel lanes were added on I-80 at Kimball Junction, and bridge replacements using ABC were completed at 2300 East, Echo, Parleys Canyon and 3300 South on I-215. A wildlife fencing project designed to keep animals and drivers safe in Parley's Canyon is nearing completion.
- The I-80, State Street to 1300 East project included the addition of a general purpose lane in both directions, auxiliary lanes between the interchanges in both directions, interchange and ramp improvements, new bridges at 300 East, 500 East, 600 East, 700 East, 900 East and Highland Drive, and a new bridge deck at State Street.
- Seven projects, the I-80 Echo to Emory; Echo Bridges; 2300 East Bridges; I-84 Morgan to Henefer; I-215 East Knudsen's Corner; U.S. 40, I-80 to Quinns Junction; and the I-80 Wildlife Fencing were financed by the American Recovery and Reinvestment Act (ARRA). Combined, these projects received \$36.5 million in funding from ARRA.
- The Innovate 80 projects have employed more than 1,400 workers, contractors and support staff.

Records

- Innovate 80 is believed to be the fastest replacement of 12 bridges in the world -- over a six-week period during the summer of 2008. In 2009, UDOT replaced eight additional bridges in one month, including four on the I-80 Corridor.
- In 2008, the eastbound Parleys Canyon bridge replacements at Mt. Dell and Lambs Canyon were completed in 16 hours, which was the fastest known bridge replacement for two structures in North America.
- In 2009, the Echo Bridges on I-80 in Summit County were each replaced in less than seven hours marking the fastest ever for single-span structures in Utah.

National Perspective

- An estimated 54 bridges in North America have been replaced using Accelerated Bridge Construction (ABC) with Self Propelled Modular Transporters (SPMTs). Utah claims 17 of the 54 bridge replacements using this new technology, or 32 percent of the bridges replaced in North America.
- UDOT has replaced 41 bridge structures statewide in the past three years using various forms of ABC, the most of any state in the country.
- Utah is leading the nation in the development of standard specifications for Accelerated Bridge Construction.
- UDOT is pioneering the use of ABC in anticipation of replacing 500 bridges statewide over the next 10 years. This includes a railroad bridge on 11400 South and upcoming bridges on I-15 at Utah County's Pioneer Crossing in 2010.
- National Geographic filmed a segment about the bridge replacements on I-80, State Street to 1300 East for a program called "World's Toughest Fixes."

Savings

- Traditional construction methods for replacing bridges require six-to-nine months of significant delays and closures. If the Innovate 80 bridges had been replaced using traditional methods, it would have required three-to-five years to complete rather than a few months.
- The savings in user costs --lost work hours and wasted gasoline as a result of delays-- for Innovate 80 is estimated at more than \$50 million.

Innovate 80 Fun Facts

- If laid end-to-end, the 16 Innovate 80 bridges would measure 1,953 feet long and would be taller than the world's tallest building, the Taipei 101 in Taiwan (1,670 feet)
- The combined weight of the 16 bridges is 24.5 million pounds, the equivalent of 1,020 school buses, 445 snowplows, or 81 Boeing 767s.
- Eight Innovate 80 bridges were driven more than nine miles using SPMTs. The additional ABC bridge replacements used a sliding technique pioneered by UDOT.
- An estimated 5,000 spectators watched the Innovate 80 bridges being replaced.
- More than 25 local high school and junior high students participated in the Innovate 80 student program and received an exclusive one-on-one tour of the 3300 South Bridge replacement project from an UDOT engineer.

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